

DEVASTATION.

Further Details of the Great Southern Storm.

Widespread Destruction Reported from Many Localities with Great Loss of Life—Much More to be Learned when Communication is Restored.

SAVANNAH, Ga., Oct. 1.—The fatalities by Tuesday's storm so far foot up 11. The body of Capt. Charles E. Murray of the ill-fated tug Robert Turner, which was blown ashore in the Savannah river, was found yesterday wedged in a training wall. It was brought to the city by a rescue tug. Later the body of one of the deck hands was picked up by the United States revenue cutter Tybee, which has been on relief duty since the storm subsided. James McClure, a passenger on the Turner, and two deck hands are still missing.

Fanny Jackson, colored, who was injured by a falling roof in Southville, died yesterday. Riley Williams, colored, 75 years of age, crushed under a roof, died last night.

The injured have all been removed to the hospitals or their homes. Three are fatally injured and will die. The fatalities are very likely to be much greater when reports have been received from the interior.

The damage to shipping is very great. The steamer Geo. Safford, which left Beaufort, S. C., Tuesday morning, went ashore in Daufuskie island and is lying 100 yards high and dry inland. Much anxiety is felt for the tug Cynthia, which left here before the storm with a cargo of lumber for Brunswick. The bark Cuba and Rosineux, which drifted from their moorings and went ashore, may be saved. The schooner Island City and D. R. Metcalf which went ashore on their way to sea are not damaged. The bark Kylemore broke away from her anchorage at quarantine and is lying against a training wall half a mile away. The loss of small sailing vessels is heavy. Upwards of 20 are reported ashore in the marshes, at the mouth of the river. Most of these were coasting vessels, plying between Savannah and neighboring ports.

The full extent of the damage and loss of life will not be known for several days.

The center of the storm passed east of Savannah, and struck an island north of here.

The damage on the South Carolina coast is believed to be heavy, but so far little loss of life is reported. The rice plantations on the Carolina side of the Savannah river, and along the river west of here, suffered heavily. The rice in the fields was little injured, being covered with water, but the storehouses and mills are wrecked and the rice stored is total loss. The plantations on the Ogeechee and Alabama rivers on the Georgia side also were heavily damaged.

The damage in the city will probably exceed \$1,000,000. Hardly a building escaped, and thousands of houses are roofless. The wind blew along away the wreckage went on all night, and to-day most of the streets are passable. Tall trees, torn up by their roots or broken in two, lie in swaths across shrubbery and flowers. The ruin is complete.

The famous Bonaventure cemetery, four miles from Savannah on the Thunderbolt road, is a scene of ruin. There, and in picturesque Laurel Grove cemetery, monuments and grave stones are overturned, and in some instances, the vaults are broken in.

At the suburban villages and resorts summer residences were blown away and yachts and pleasure steamers were driven ashore, in some instances, high and dry on the low bluffs. The historic Bethesda orphan home, founded by George Whitfield a century and a half ago, and which was the country from Savannah, was heavily damaged, but no loss of life occurred.

Three street car lines started operation at noon yesterday. The others are still tied up, and the cars are standing on the tracks all over the city. The loss to the electric lines is estimated at \$100,000. The electric light, telephone and police and fire alarm systems are all down. The Western Union Telegraph Co. has forces of men all along its lines.

The damage to the railroads will foot up over \$250,000. The wreckage of the Plant System passenger depot and the Georgia & Alabama railroad just west of this city. This volume of water swept through the western end of the town, washing out streets, flooding houses, carrying away out-buildings and drowning several head of cattle. Many families were obliged to leave their homes. Traffic on the middle division of the Pennsylvania railroad has been wholly suspended, all through eastern trains going around by way of Lockhaven, on the Northern Central. The Pennsylvania's tracks, five miles east of here, have been washed out, and a slide on Jacks mountain, ten miles east, has covered the tracks for a distance of 200 yards. Telegraphic communication with the east is also suspended. In Bedford county on the Raystown branch, two houses were carried away by the storm. The Raystown branch, two houses were carried away by the storm. The Raystown branch, two houses were carried away by the storm.

The new Ogeechee Baptist church at Shiloh and the new Episcopal church are blown down. Three lives are lost and several persons crippled. The loss is estimated at \$20,000. Every person had to leave his house and go out into the open field to save his life. There has never been such a storm here since 1894.

Nearly every telegraph wire out of Savannah is still prostrated. Storm news is coming from the morning news from many points in Georgia and Florida by mail.

The storm appears to have struck land at Tampa and swept northward to Savannah, thence jumping on to the north. All the correspondents agree that the velocity of the wind was unusually high, and that the cyclone, but its duration at each place was short—about an hour. Had the storm been long continued, everything in its

path would have been leveled to the ground, and the loss of life must have been heavy. The property loss is estimated at between \$350,000 and \$500,000. The loss of life is four, so far as known. The victims are all colored.

The Storm at Brunswick, Ga. ATLANTA, Ga., Oct. 1.—H. M. Merrill, of the Atlanta Telephone Co., reached Atlanta late Tuesday night from Brunswick, and stated that the city of Brunswick is badly damaged, and that three bir vessels were sunk in the Brunswick harbor. The latter were blown away from their moorings. The waves of the sea and the wind destroyed much of Brunswick's shipping interests.

Mr. Merrill says that the famous old gunboat, the Monitor, was blown away from her pier, and that she was floating helplessly in the harbor, in danger of going to the bottom.

Telegraphic communication was restored with Brunswick at 1 a. m., and authentic news of the hurricane is being received.

Four persons were killed outright in Brunswick, as follows: William Daniels.

John Jefferson and babe.

A careful estimate places the damage at \$500,000. Many persons were dangerously injured.

One lady was killed at Everett, a small station a few miles from Brunswick.

The railroad tracks were obstructed by trees and poles and the only train which came through from Brunswick was preceded by a wrecking train and crew for a distance of 20 miles.

CEDAR KEYS SWEEP AWAY.

And a Wide Furrow of Devastation Plowed Through Florida.

ATLANTA, Ga., Oct. 1.—A special from Jacksonville, Fla., to the Constitution says:

The West Indian hurricane, which entered Florida at Cedar Key, yesterday morning and swept through the southern part in a northeasterly direction, left death and destruction in its path. Owing to the prostration of telegraph wires and the delay of trains due to washouts, only meager reports have been received. And yet, meager as these reports are, they show that over twenty towns and villages have been wrecked, and that forty or fifty persons have been killed, while probably twice as many more received wounds more or less serious.

About four o'clock in the morning the hurricane, which had been churning the gulf, left the water and swooped down upon Cedar Keys, a town of 1,300 inhabitants, about one hundred miles southwest of Jacksonville.

Thirty-six hours have elapsed since the storm struck Cedar Keys, but not one word has been received directly from that place as to the damage done or the number of lives lost. No trains have been able to reach there because the tracks are covered with heavy timber.

The only report from Cedar Keys comes by way of Gainesville, 50 miles northeast of the gulf town, and is to the effect that Cedar Keys has been swept away and many persons killed and wounded. This report reached Gainesville by courier from Williston, which is 20 miles north of Cedar Keys. The report is directly in the path of the hurricane, and received its full force as it leaped raging from the gulf.

After demolishing Cedar Keys the storm, moving in a northeasterly direction, struck Williston, a village of 400 inhabitants. At that place 11 houses were wrecked, one person killed and 15 wounded, some, it is feared, fatally.

Near Williston is a large turpentine farm, on which many state convicts are employed. Twenty of these convicts were huddled in a cabin, across which the storm blew a great tree, crushing six of the unfortunate inmates to death.

Leaving Key county, the hurricane dashed across Alachua, one of the most populous counties in the state, where a number of persons were killed and many more severely injured.

Flood in the Juniata Valley. HUNTINGDON, Pa., Oct. 1.—The Juniata valley is experiencing a destructive flood, scarcely less in extent than the great flood of 1889. During the last 24 hours the rainfall has been unprecedented and the climax was reached at 2 a. m. by a cloudburst just west of this city. This volume of water swept through the western end of the town, washing out streets, flooding houses, carrying away out-buildings and drowning several head of cattle.

Many families were obliged to leave their homes. Traffic on the middle division of the Pennsylvania railroad has been wholly suspended, all through eastern trains going around by way of Lockhaven, on the Northern Central. The Pennsylvania's tracks, five miles east of here, have been washed out, and a slide on Jacks mountain, ten miles east, has covered the tracks for a distance of 200 yards. Telegraphic communication with the east is also suspended. In Bedford county on the Raystown branch, two houses were carried away by the storm. The Raystown branch, two houses were carried away by the storm.

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ECHOES OF THE CAMPAIGN.

Unique Demonstration of the Sixteen to One Ratio at a Bryan. Demonstration in West Virginia—Sixteen White Horses and One Yellow Animal in the Escort.

CLARKSBURG, W. Va., Oct. 2.—This is the biggest day in Clarksburg for years past, and the town from early morning was thronged with people from all over this section. Crowds came from Gilmer, Brayton, Lewis, Webster, Upshur, and all central counties in large numbers, and they were very enthusiastic. When the Bryan train reached Clarksburg thousands of people were at the depot to welcome him and crowded on the platform to greet him. After a short time he appeared and was given a rousing cheer. He was escorted to the Traders' hotel by the local committee, a feature of the escort being horsemen mounted on 16 white horses and one yellow one.

Chairman Edmiston, John Davis and John T. McGraw occupied a carriage with the nominee. After breakfast Mr. Bryan was escorted to the fair grounds by the horsemen. A big crowd was already there.

MARCHED IN THE RAIN.

A Delegation 1,600 Strong From Portage County, O., Call On McKinley.

CANTON, O., Oct. 2.—It took three special trains to bring the Portage county (O.) delegation to Canton, and it numbered more than 1,600 souls. There were McKinley and Hobart clubs from all the towns in the county, and long lines of enthusiastic marchers, many of them carrying flags and banners. In the drizzling rain, they marched with flags flying and bands playing through the streets to Canton toward Maj. McKinley's residence. When they were within two blocks of it the indications for a heavy storm seemed so strong that the long lines of enthusiasts from Portage county turned back to the tabernacle where Maj. McKinley addressed them. The spokesman for the Portage county people was ex-State Senator S. P. Wolcott.

In response to his remarks Maj. McKinley made a speech which was greeted from start to finish with cheers and tumultuous applause.

WATSON IS SORE.

Unfairly Dealt with by the Fusionists—Why He Opposes Fusion.

ATLANTA, Ga., Oct. 1.—Thomas E. Watson, who is here to-night, declined to discuss the report that he contemplated retiring from the national populist ticket. He seems to be sore on the national campaign for allowing him to be traded off in the fusion between populists and democrats in several states. He has practically nothing in the states where there has been fusion, the populists have taken the local nominations and given the democrats the electoral ticket or a majority of the electors.

In a speech at Stone Mountain, Ga., to-day, Mr. Watson defended his course in opposing fusion on the electoral ticket. He said that he had refused fusion with the republicans in Georgia and in Texas. His reason for so doing was that the populist party was organized as a protest against the old parties, and fusion would be endorsing their faults. "If we were to fuse with either of them we would be estopped from attacking them, and would have to admit that they were right."

INDIANA FUSION.

Seems to be Repudiated by the Middle-of-the-Road Populists.

INDIANAPOLIS, Ind., Oct. 2.—Developments from day to day since the so-called fusion of the democrats and populists indicate that the middle-of-the-road faction repudiates the action. Editor Matthews of the Nonconformist, who so bitterly opposed fusion, has received a letter from Prof. L. C. Bates, the pioneer populist, who has been twice nominated for governor of Maine, in which he says:

"The brave and loyal stand that you have taken meets with a responsive thrill in the breasts of every true patriot in America. We can now say that the action of the populist party organized as a protest against the old parties, and fusion would be endorsing their faults. "If we were to fuse with either of them we would be estopped from attacking them, and would have to admit that they were right."

Leaving Key county, the hurricane dashed across Alachua, one of the most populous counties in the state, where a number of persons were killed and many more severely injured.

ANTI-SILVER DEMOCRATS.

Getting Things in Shape for an Active Campaign.

CHICAGO, Oct. 2.—The anti-silver democratic managers are getting things in shape for an active, speech-making campaign. Col. Martin yesterday called upon Senator Donaldson Caffery of Louisiana, ex-Gov. Jones of Alabama, and ex-Congressman Outwater, of Ohio, to take the field. Col. W. C. P. Breckenridge and T. M. Heintz, of Kentucky, were also requested to get in line. Richard W. Knott, of Louisville, was assigned to speak at Paris, Ky., on the 10th inst.

Secretary Carlisle, Postmaster-General Wilson, Secretary Morton and ex-Gov. Roswell P. Flower will also be asked to speak under national democratic auspices.

Chairman Williamson of the state committee to-day took to Springfield the petition required under Illinois laws in order to get the gold democratic ticket on the official ballot.

Candidate Bryan's Trip Along the Ohio Marked by Demonstrations.

WHEELING, W. Va., Oct. 2.—The trip of Candidate Bryan along the banks of the Ohio river, between Parkersburg and Wheeling, was marked by demonstrations at Sistersville and New Martinsville, the only stops made. At Sistersville the crowd at the station numbered about two thousand people. They cheered vigorously when Mr. Bryan appeared on the back platform and when the regulation brass band had finished playing, he made a short speech, which contained nothing new.

The National Sound Money Ticket.

LOUISVILLE, Ky., Oct. 2.—The national democratic state central committee made application to the secretary of state yesterday for the placing of Palmer and Buckner electors on the official ballot.

Nominated for Congress.

JACKSON, Miss., Oct. 2.—The democratic executive committee met last night and declared Maj. Pat Henry the nominee for congress in the seventh district. His majority over Col. Charles E. Hooker was 1,113. Total vote cast, 5,687.

WORLD'S NEED OF SILVER.

The United States Has Advantages Which She Ought to Use.

The New York Financial News, in a lengthy editorial discussion of the topic suggested by the above head, calls attention to the fact that since our repeal of the purchasing clause of the Sherman act there has been a steady increase in our exports of bullion, amounting to 1894 over three and a tenth millions of dollars per month, for 1895 over three and a half millions per month, and for the eight months of 1896 over four and a tenth million dollars per month.

The Financial News publishes in the same connection an interview with a Wall street business man, which the Penny Press deems worthy herewith of reproduction:

"This silver finds its way to India, China, Japan, the Straits Settlements, to countries all over the world using silver. Oriental countries are sinks for silver, will absorb any amount and never give up any. Their business and their demand for it expand and increase constantly. This is true in other countries, and must go on. As to the European countries we sell it to, the cheaper they get it the more there is in exchange with the ultimate buyer. As to the latter, the cheaper they get it the more there is to be had in building, to countries all over the world using silver. Oriental countries are sinks for silver, will absorb any amount and never give up any. Their business and their demand for it expand and increase constantly. This is true in other countries, and must go on. As to the European countries we sell it to, the cheaper they get it the more there is in exchange with the ultimate buyer. 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